

(d) Except as provided in paragraph (e) of this section, the following interior components of airplanes with passenger capacities of 20 or more must also meet the test requirements of parts IV and V of appendix F of this part, or other approved equivalent method, in addition to the flammability requirements prescribed in paragraph (a) of this section:

(1) Interior ceiling and wall panels, other than lighting lenses and windows;

(2) Partitions, other than transparent panels needed to enhance cabin safety;

(3) Galley structure, including exposed surfaces of stowed carts and standard containers and the cavity walls that are exposed when a full complement of such carts or containers is not carried; and

(4) Large cabinets and cabin stowage compartments, other than underseat stowage compartments for stowing small items such as magazines and maps.

(e) The interiors of compartments, such as pilot compartments, galleys, lavatories, crew rest quarters, cabinets and stowage compartments, need not meet the standards of paragraph (d) of this section, provided the interiors of such compartments are isolated from the main passenger cabin by doors or equivalent means that would normally be closed during an emergency landing condition.

(f) Smoking is not to be allowed in lavatories. If smoking is to be allowed in any other compartment occupied by the crew or passengers, an adequate number of self-contained, removable ashtrays must be provided for all seated occupants.

(g) Regardless of whether smoking is allowed in any other part of the airplane, lavatories must have self-contained, removable ashtrays located conspicuously on or near the entry side of each lavatory door, except that one ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory served.

(h) Each receptacle used for the disposal of flammable waste material must be fully enclosed, constructed of at least fire resistant materials, and must contain fires likely to occur in it

under normal use. The capability of the receptacle to contain those fires under all probable conditions of wear, misalignment, and ventilation expected in service must be demonstrated by test.

[Amdt. 25-83, 60 FR 6623, Feb. 2, 1995]

#### § 25.854 Lavatory fire protection.

For airplanes with a passenger capacity of 20 or more:

(a) Each lavatory must be equipped with a smoke detector system or equivalent that provides a warning light in the cockpit, or provides a warning light or audible warning in the passenger cabin that would be readily detected by a flight attendant; and

(b) Each lavatory must be equipped with a built-in fire extinguisher for each disposal receptacle for towels, paper, or waste, located within the lavatory. The extinguisher must be designed to discharge automatically into each disposal receptacle upon occurrence of a fire in that receptacle.

[Amdt. 25-74, 56 FR 15456, Apr. 16, 1991]

#### § 25.855 Cargo or baggage compartments.

For each cargo and baggage compartment not occupied by crew or passengers, the following apply:

(a) The compartment must meet one of the class requirements of § 25.857.

(b) Class B through Class E cargo or baggage compartments, as defined in § 25.857, must have a liner, and the liner must be separate from (but may be attached to) the airplane structure.

(c) Ceiling and sidewall liner panels of Class C compartments must meet the test requirements of part III of appendix F of this part or other approved equivalent methods.

(d) All other materials used in the construction of the cargo or baggage compartment must meet the applicable test criteria prescribed in part I of appendix F of this part or other approved equivalent methods.

(e) No compartment may contain any controls, wiring, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that—

(1) They cannot be damaged by the movement of cargo in the compartment, and

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(2) Their breakage or failure will not create a fire hazard.

(f) There must be means to prevent cargo or baggage from interfering with the functioning of the fire protective features of the compartment.

(g) Sources of heat within the compartment must be shielded and insulated to prevent igniting the cargo or baggage.

(h) Flight tests must be conducted to show compliance with the provisions of § 25.857 concerning—

(1) Compartment accessibility.

(2) The entries of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers, and

(3) The dissipation of the extinguishing agent in Class C compartments.

(i) During the above tests, it must be shown that no inadvertent operation of smoke or fire detectors in any compartment would occur as a result of fire contained in any other compartment, either during or after extinguishment, unless the extinguishing system floods each such compartment simultaneously.

[Amdt. 25–72, 55 FR 29784, July 20, 1990, as amended by Amdt. 25–93, 63 FR 8048, Feb. 17, 1998]

**§ 25.857 Cargo compartment classification.**

(a) *Class A.* A Class A cargo or baggage compartment is one in which—

(1) The presence of a fire would be easily discovered by a crewmember while at his station; and

(2) Each part of the compartment is easily accessible in flight.

(b) *Class B.* A Class B cargo or baggage compartment is one in which—

(1) There is sufficient access in flight to enable a crewmember to effectively reach any part of the compartment with the contents of a hand fire extinguisher;

(2) When the access provisions are being used, no hazardous quantity of smoke, flames, or extinguishing agent, will enter any compartment occupied by the crew or passengers;

(3) There is a separate approved smoke detector or fire detector system to give warning at the pilot or flight engineer station.

(c) *Class C.* A Class C cargo or baggage compartment is one not meeting the requirements for either a Class A or B compartment but in which—

(1) There is a separate approved smoke detector or fire detector system to give warning at the pilot or flight engineer station;

(2) There is an approved built-in fire extinguishing or suppression system controllable from the cockpit.

(3) There are means to exclude hazardous quantities of smoke, flames, or extinguishing agent, from any compartment occupied by the crew or passengers;

(4) There are means to control ventilation and drafts within the compartment so that the extinguishing agent used can control any fire that may start within the compartment.

(d) [Reserved]

(e) *Class E.* A Class E cargo compartment is one on airplanes used only for the carriage of cargo and in which—

(1) [Reserved]

(2) There is a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station;

(3) There are means to shut off the ventilating airflow to, or within, the compartment, and the controls for these means are accessible to the flight crew in the crew compartment;

(4) There are means to exclude hazardous quantities of smoke, flames, or noxious gases, from the flight crew compartment; and

(5) The required crew emergency exits are accessible under any cargo loading condition.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–32, 37 FR 3972, Feb. 24, 1972; Amdt. 25–60, 51 FR 18243, May 16, 1986; Amdt. 25–93, 63 FR 8048, Feb. 17, 1998]

**§ 25.858 Cargo or baggage compartment smoke or fire detection systems.**

If certification with cargo or baggage compartment smoke or fire detection provisions is requested, the following must be met for each cargo or baggage compartment with those provisions:

(a) The detection system must provide a visual indication to the flight crew within one minute after the start of a fire.